

OUR CHINESE MAIL
HAVING been REPLIED
TO WITH A LATE AND
SLOWLY THE LATE EUROPEAN
AND AMERICAN NOVELTIES,
we are pleased to advise
OUR FANCY WORK WHICH
is now done, and the
very moderate rates.

CHINA MAIL OFFICE

VOL. XIX. No. 9751.

廿六月五日四十九八年一號

China Mail

Established February, 1846.

HONGKONG, WEDNESDAY, MAY 16, 1894.

日二月四午中

THE HONGKONG CHINESE MAIL
THE CHINESE MAIL
(Hongkong Chinese Mail Vol. 1)
ISSUED DAILY.

FOR THE MAN,
MERCHANT AND POLICEMAN.

SUBSCRIPTION:
Five Dollars a year, payable in Hong
Kong, or in Advance.

THIS IS THE CHINESE MAIL.

WEEKLY CHINESE MAIL.

Intimations.

Business Notices.

LANE, CRAWFORD & CO.

SUMMER

HOSIERY AND OUTFITTING.

BATHING DRAWERS.

MEN'S BATHING COSTUMES, LADIES' BATHING DRESSES.

TOWELS, BATH-BLANKETS, BATHING GOWNS.

SWIMMING BELTS.

FANCY FLANNEL SHIRTS, TENNIS SHIRTS, NEW TENNIS JERSEYS.

STRAW HATS.

NEW SCARFS, TIES AND CRAVATS.

CELLULAR SHIRTING FOR SUMMER.

LANE, CRAWFORD & CO.

HONGKONG, May 3, 1894.

Banks.

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$1,000,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq., E. C. GOLDFIELD, Esq.,
CHAN KEE SHAN, CHOW TUNG SHAN,
E. C. GOLDFIELD, Esq.,
KWAN HOI CHUAN, Esq.,
Chief Manager,
Geo. W. F. PAYNE.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND
AMoy.

Banks:

THE COMMERCIAL BANK OF SCOTLAND,
PARIS BANKING CO. LTD. AND THE ALLIANCE
BANK CO., LTD.

Interest for 12 months 5%.

Hongkong, May 24, 1894.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital.....\$10,000,000.

Reserve Fund.....\$4,200,000.

Liability of Proprietors.....\$10,000,000.

Court of Directors:

O. J. HOLLIDAY, Esq., Chairman.

J. S. MOSELEY, Esq., Deputy Chairman.

R. M. GRAY, Esq., A. McCONACHIE, Esq.,
H. H. HOPKINS, Esq., S. C. MACKINNON,
H. H. JOSEPH, Esq.,
Hon. J. J. KESWICK, D. R. SASOON, Esq.,
Julian Kramer, Esq.

Chief Manager:

T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADDELL, Esq.

LONDON BANKS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per annum.

On Fixed Deposits—

For 3 months 3% per cent. per annum.

" 6 " 5 "

" 12 " 6 "

T. JACKSON,
Chief Manager.

Hongkong, March 1, 1894.

THE CHARTERED BANK OF
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$800,000.

RESERVE LIABILITY OF SHARE
HOLDERS.....\$800,000.

RESERVE FUND.....\$800,000.

INTEREST allowed on Current Account at the rate of 2% per annum, on the Daily Balance.

On Fixed Deposits for 12 months 5%.

Hongkong, May 8, 1894.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.

SUBSCRIBED CAPITAL.....\$1,125,000.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS—

For 12 Months.....0%

For 6 Months.....1%

For 3 Months.....3%

H. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, May 8, 1894.

THE CHINA MAIL.

Entertainments.

THEATRE ROYAL.
MRS. POTTER and Mr. BELLEV.
Supported by
Their Own LONDON COMPANY.

THIS EVENING (WEDNESDAY), 16th MAY.
'LA TOSCA.' Mrs. POTTER.
Flora Tosca, Mr. BELLEV.
Baron Scarpia, Mr. BELLEV.
FRIDAY, 18th May,
'DAVID GARRICK' Mrs. POTTER.
Violin Graham, Mr. BELLEV.
David Garrick, Mr. BELLEV.

PRICES AS USUAL.

Comments at 9 o'clock.
Special Train will leave this evening 15 minutes after the Performances.
Box Office at Messrs. KEAR & WALES, LTD.
Late Train—Each Evening.

T. V. TWINNING, Manager.
Hongkong, May 16, 1894. 882

Mails.



STEAM FOR
STRaits, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSSETTA*, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 24th May, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. PENINSULAR, which Vessel takes our Cargo for LONDON, via SUEZ CANAL, leaving that port on the 15th JUNE, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, May 10, 1894. 883

Occidental & Oriental Steamship Company.

STEAMSHIP OCEANIEN.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

Sat., May 19. Tuesday, May 22.
Victoria, Tuesday, June 19.
Tacoma, Tuesday, July 17.
Sat., Tuesday, August 7.
Victoria, Tuesday, August 28.

THE Steamship *STK*, Captain J. Bowley, sailing at Noon, on TUESDAY, the 26th May, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Commodities or Goods for United States Points should be sent forward; and one copy must be sent by forwarder to the steamer to the care of the Freight Agent.

Steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, May 10, 1894. 883

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNEES of Cargo from London ex S.S. *Labourdon* and *Ortegal*, from Havre ex S.S. *Pt. Leroy Lathier*, *Ville de Dunkerque* and *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence delivery may be obtained directly.

Bill of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after TUESDAY, the 22nd instant, at Noon, will be subject to rent, and landing charge.

All Claims must be sent to me on or before TUESDAY, the 22nd instant, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 22nd instant, at 3 p.m.

No Fire Insurance will be given.

G. DE CHAMPEAUX, Agent.

Hongkong, May 16, 1894. 885

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 24th May, at 1 p.m., connection being made at Yokohama with Steamer from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and call at

ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe, Inland Sea at 1 p.m.

Osaka, via Nagasaki, Tuesday, June 12, 1894.

Kobe, Inland Sea at 1 p.m.

Tuesday, July 3, 1894.

No Fire Insurance will be given.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

General Invoice to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

FOR MANILA PIA AMOY.

The Co. of Steamship Engineers, Captain GERARD, will be despatched for the above Port on SATURDAY, the 19th Inst., at 5 p.m., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN & CO., General Managers.

Hongkong, May 16, 1894. 886

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZU, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIc PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

PRICES AS USUAL.
Comments at 9 o'clock.

Special Train will leave this evening 15 minutes after the Performances.

Box Office at Messrs. KEAR & WALES, LTD.
Late Train—Each Evening.

T. V. TWINNING, Manager.

Hongkong, May 16, 1894. 882

To-day's Advertisements.

INDO-CHINA STREAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).
Taking Care of Passengers at through rate for HEEFOO, YUNTSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.

The Co. Steamship Footing, Captain WILDE, will be despatched as above TOMORROW, the 17th instant, at 4 p.m., and not as previously intimated.

For Freight or Passage, apply to JARDINE, MATHEWS & CO., General Managers.

Hongkong, May 16, 1894. 881

FOR SHANGHAI

The Steamship Footing, Captain E. H. LEUTERER, will be despatched for the above Port on SATURDAY, the 19th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., General Managers.

Hongkong, May 16, 1894. 881

SHIPPING

The Steamship Footing, Captain E. H. LEUTERER, will be despatched for the above Port on SATURDAY, the 19th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., General Managers.

Hongkong, May 16, 1894. 881

POST OFFICE NOTICES.

ARRIVALS.

May 16.—

Fidelio, German steamer, from Canton, Thomas, Chinese steamer, from Canton, Riversdale, British steamer, from Canton.

China, German steamer, 1,114 t. D.W.T.,

Empress of Japan, 2,080 t. D.W.T., Manao, April 21, Aden 21, Aden 26, Colombo May 3, Singapore 9, and Saigon 18, Mails

and General—MESSAGERIES MARITIMES.

Doria, German steamer, 1,015 t. D.W.T., Bangkok May 7, Koh-si-chang

and Kien, General—LAURENCE & WOODS

Vindobona, Austrian steamer, 2,388 t.

Pietro Morsa, Kobe May 10, General—

SANDER & CO.

Palazzone, American ship, 1,488 t. D.W.T., New York January 4, Oil—JARDINE, MATHEWS & CO., General—

Hongkong, May 16, 1894. 881

DEPARTURES.

May 16.—

Varra, for Europe, &c., Hoibor, Lyderhorne, for Moji, Kint c. for Shanghai.

City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

WEDNESDAY, June 20, at 1 p.m.

City of Rio Janeiro (via Nagasaki), Kobe, Inland Sea and Honshu.....

WEDNESDAY, June 20, at 1 p.m.

City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

WEDNESDAY, June 20, at 1 p.m.

City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

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City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

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City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

WEDNESDAY, June 20, at 1 p.m.

City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama.....

WEDNESDAY, June 20, at 1 p.m.

Soldiers and sailors have performed in the ecological field before her in England of two species of naval and naval and naval forces. "What now there has probably been, but a military specimen in Europe—a somewhat simplified and many example in the museum at Leyden. One of the new specimens is going to the British Museum. The other has been purchased by public subscription in the University of Cambridge.

According to Colonel Mapleton, Madame Patti when in America, travels in a special car, which contains a bath of solid silver. The car is opened by a golden key. It is no slight undertaking in fact to undertake a series of engagements for the great prima donna, for in addition to the lavish expenses incurred, her manager has had £1,000 for her salary for each performance at which she sings, and to guarantee two hundred performances for one tour.

The Berlin police have had yet persistently refused to give Herr Döre, the inventor of the "bullet-proof" coat, permission to test his invention on himself—at least publicly. Herr Döre has therefore been able only to make experiments on dummies. On 8th ult., however, he invited a small number of persons to witness a more "visible" test. First a bullet was fired from the musket side now in use in the German army, of a block of oak, which it pierced. Herr Döre then, dressed in his coat, had himself fired at. The bullet remained embedded in the coat. An eye-witness describes the moment as an awful one for the onlookers, who involuntarily closed their eyes. Herr Döre, however, said, "I feel nothing." A second shot was fired at his heart, happily with the same effect. The exciting spectacle ended with quick firing at a horse covered with bullet-proof cloth. The animal went on eating, and only started now and then at the report.

Last month chess-players of the South of England were pitted against those of the North—216 in all—the strongest consisting of the best experts in England. The match took place in the Lecture Rooms, Baker-street, and the sides represented by 108 players, who fought against their opponents (one game each) on 10 boards. After six days' play began the South scored the first result, soon followed by the North. Even at that point, however, results came quicker, and it became apparent that the South were gaining fast. Now afterwards did the North manage to equalise; and the end proved a victory for the South by sixteen and a half games to forty-three and a half. Considering that the South had London to draw on, and that the Northern players were a long way from home, the result is not discreditable to the North. Last year the first match of the kind took place at Birmingham, where the South only won by a majority of one.

The London and China Express says:—The news that Sir Henry Lock is now on his way to this country almost inevitably gave rise to the rumour that he was about to relinquish his post as Governor and High Commissioner at the Cape. This is as yet uncertain, but it gives some point to the account of the "Celebrity at Home" in last week's *World*, where his imprisonment at Peking with Sir Harry Parkes and others is mentioned. On this writer in the *Pall Mall* also enlarges, which we need not repeat entirely, as the story is doubtless accessible to our readers in many ways, and it is told in the recently-issued *Lifé of Sir Harry Parkes*. In narrating his life in prison Sir Henry Lock said, "There is a small maggot which appears to the Chinese prison; the earth at the depth of a few inches swarms with them, and are the scourge of man, devoured by every poor prisoner." For enter a Chinese jail who have not on their bodies or limbs some worm, either inflicted by blows to which they have been subjected, or caused by the insects in which they have been bound. The instinct of the insects to which I allude appears to lead them direct to these wounds. Bound and helpless, the poor wretch cannot save himself from their approach, although he knows full well that if they once succeed in reaching his lacerated skin there is the certainty of a fearful, lingering, and agonizing death before him. My right-hand neighbour on the bench where we all slept at night was dying from the invasions of these insects; his suffering was great, and the relief his fellow-prisoners could afford was of no avail. The crowded state of the jail brought me in such close contact at night with this poor fellow that our heads rested on the same block of wood not a foot apart. The thought, as I lay pinched and tormented unable to move during the long dark nights, that his fate at any moment might be my own, was at times difficult to bear with calmness, and with that outward appearance of indifference which it was necessary to hold maintains.

To guard against the horrible pest, Mr. Lock's neck and wrists were every morning carefully washed with a small bag by a couple of prison attendants.

There is now a general substitution of Indian-made paper in all Government offices in India. Whereas seven years ago only ordinary printing paper was purchased in India, all paper used in correspondence, as well as all varieties used in the Government presses, are now obtained from the local mills. About two years ago, orders were issued to all indenting officers under the Government of Bengal, forbidding the use of English-made writing paper of any kind, and as the instance of the Government of India the practice of using Indian-made paper has been adopted by all the other provinces. The extent to which the Indian paper-making industry has prospered during recent years may be gauged from a statistical abstract that has just been published by the Finance and Commerce Department. Bombay led the way in the paper-making industry with the establishment of the Girgaon mill in 1882 but the output of the three paper factories now existing in the Western Presidency is considerable. Less than two million lbs. per annum. The three Bengal mills, on the other hand, show an aggregate annual output of about 17 millions lbs. in 1882 it had risen to 17 million lbs., and in 1892 to nearly 20 million lbs. There has been apparently no year in which a distinct increase in output has not been registered. The mills now give employment to nearly 2,500 persons, as against a third of that number ten years ago, and the capital invested, now amounting to above 50 lakhs, has doubled itself during the same period. Everything points, indeed, to a great future for the Indian paper-making industry, in connection with the rapid development of the thermometer.

—*The New Articles of Association* of the Union Insurance Society of Canton, which was held to-day in the Company's offices, Priya Central, to confirm the altered Articles of Association adopted at previous meeting. Mr. O. J. Holiday presided. There were also present Hon. J. J. Kewick, Messrs. H. Hopkins, D. R. Sturton, A. G. Wood, H. L. Dalrymple, G. B. Dowdell (Director), Douglas Jones (Secretary), Morton Jones, F. H. Huxford, A. Coxon, A. Macdonald, J. H. Orr, H. Tomlins, W. J. Saunders, and J. D. Hutchinson.

The Chairman said:—Canton, I think, it is quite understandable that a formal meeting to confirm the revised articles passed at the last meeting, and I will at once proceed to propose the following resolution:—That the *New Articles of Association* already approved by this meeting, and for the purpose of identifying the same, be confirmed, and that such Articles be registered, and the same are duly approved; and that such Articles be sent to the General Assembly of the Association of the Society to the confirmation of all the existing Articles of Association thereto.

Mr. A. Macdonald accepted.

The resolution was carried unanimously. The Chairman said:—The shareholders for their attendance.

CHARTERED BANK OF INDIA AND CHINA.

The directors' report, to the meeting to be held on the 18th inst., for the year ended Dec. 30, 1893, states:—

After providing for bad and doubtful debts, the net profit, with the addition of £16,855 2s. 10d., brought forward, amount to £121,125 12s. 8d., from which the directors have set aside £15,918 1s. 4d., being the loss incurred in consequence of the closing of the Indian Mint to allow on costs on Oct. 26 last. The interim dividend paid on June 26 last, £33,000, and the available balance is now, therefore, £79,293 17s. 6d., out of which the directors propose that a dividend be declared for the second half of the year, of 7 per cent. The only disturbance under that system would be due to the variations in annual production. But a diminished demand is a counterpart to an increased supply, and Bimetalism automatically adjusts this inverse ratio.

Bimetalism has always been popular.

Experts in coinage training have reported that there will be no difficulty in realising the purpose of the Admiralty.

It is with deep regret that the directors have to announce the death of their esteemed colleague, Mr. Robert Stewart and Mr. James Whittall. As stated at the interim meeting in October, Sir James Lyde Kirk, K.C.L.E., was invited to the Board, and the shareholders are now requested to confirm his election. The directors have also to intimate that they have invited Mr. Alexander Patrick Conacher of Messrs. Maclean, Watson and Co., of Java and London, to fill the vacancy caused by the death of Mr. Whittall, and the shareholders will be asked to confirm his election, as soon as the deed of settlement permits.

There are probably several of the light-fingered gentry constantly prowling about the City banks looking out for what they can pick up. Another successful robbery of a large sum of money has been accomplished. On Saturday just before the bank was closing a sum of money was handed to a clerk, Mr. Mease Smith, Payne, and Smith, No. 1, Lombard-street, from the British Columbia Banking Company, No. 30, Lombard-street. The day, on which the money was placed on the counter, by the defendant, was attended by a heavy rain.

On Sunday evening the plaintiff, Mr. George W. Taylor, of the Unifund.

At the Queen's Bench Division (in

Barrett v. Collingwood) a strange action

was brought against a surgeon. It was

stated that the plaintiff was a

man who had been hanged by his

wife upon the charge that he

had been unfaithful to her.

Medical men have other dangers besides

that of contracting disease from their

patients. This fact received two illus-

trations in the courts yesterday.

In the Divorce Court, the Gwynne-Vau-

gham divorce case was stopped by Bill

of Costs.

Mr. David Christie Murray, the novelist,

appeared again yesterday at the Bow Street

Court to show cause why he should

not maintain his wife.

He was represented by

counsel, who stated that an agreement

had been made for the payment of 30s. a

week. The magistrate expressed the opinion

that this was a fair amount, and said

he had intended to make an order for that sum if the arrangement had not been effected.

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Intimations.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

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HONGKONG, MAY 17, 1893.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section A. From Green Island to the Old Wharf.

1. From Gas Works to Jenkins' Wharf.

2. From Jenkins' Wharf to the Harbour Master's Office.

3. From Harbour Master's to the P. & O. Co.'s Office.

4. From P. & O. Co.'s Office to Pedder's Wharf.

5. From Pedder's Wharf to the Naval Yard.

6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellef Island to North Point.

10. Kowloon Wharves.

11. Jenkins' Wharf.

In port on May 11, 1894.

MERCHANT STEAMERS.

Bjorg Norwegian.

Chusan German.

Feiling British.

Nanchang British.

Nanhai British.

Protos German.

Swallow German.

Wiching British.

MERCHANT SAILING VESSELS.

Elk Wood American.

Laddie American.

Shanghai British.

Symphonie Norwegian.

Walter Siegfried British.

POOHOW.

In port on May 10, 1894.

MERCHANT STEAMERS.

Pekin British.

Tsukushi Maru Japanese.

MERCHANT SAILING VESSELS.

Mary Stewart British.

Valkyrien British.

SHANGHAI.

In port on May 4, 1894.

MERCHANT STEAMERS.

Achilles British.

Andover British.

Bushwill British.

Catfish British.

Ching Ching Chinese.

Chiran British.

Fila British.

Foehu Chinese.

Heschin German.

Kingfisher British.

Kiangfoo Chinese.

Kunwo British.

Leyden German.

Mexico Chinese.

Poochi Chinese.

Polypheus British.

Rosetta British.

Saito Maru Japanese.

Saito Maru Japanese.

Smith Chinese.

Store Nordisk Danish.

Tai'an Chinese.

Yatta French.

MERCHANT SAILING VESSELS.

Anglo Indian British.

Gov. Goodwin American.

Bewa British.

St. James American.

Venjamin British.

NAGASAKI.

In port on May 3, 1894.

MERCHANT SAILING VESSELS.

City of Athens British.

Kosaki Maru Japanese.

YOKOHAMA.

In port on May 10, 1894.

Diana American.

Emperador British.

Geo. Peabody American.

Kanbara British.

HIOGO.

In port on May 11, 1894.

Minley Hall British.

Queen Victoria British.

MANILA.

In port on April 13, 1894.

MERCHANT STEAMERS AND SAILING VESSELS.

Ambralis British.

Hiro Maru Japanese.

Oriental American.

Queen Adelaide British.

Salvador Spanish.

Savona British.

St. Domingo Spanish.

Venice Spanish.

OBEGU.

Challenger American.

Ilion American.

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